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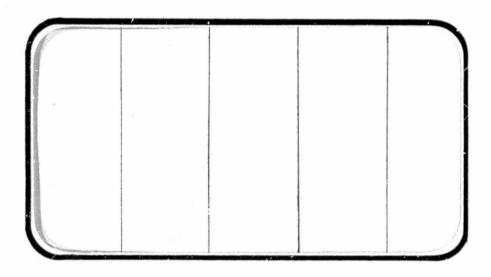
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NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

NASA CR-

141538



(NASA-CR-141538) RESULTS OF TESTS OF A ROCKWELL INTERNATIONAL SPACE SHUTTLE ORBITER (-139 CONFIGURATION) 0.0175-SCALE MODEL (NO. 29-0) IN AEDC TUNNEL F TO DETERMINE HYPERSONIC HEATING EFFECTS (OH11) (Chrysler

N75-27,045

Unclas G3/18 28794



SPACE SHUTTLE

AEROTHERMODYNAMIC DATA REPORT

JOHNSON SPACE CENTER

HOUSTON, TEXAS

DATA MANagement services



DMS-DR-2141 NASA-CR-141,538

RESULTS OF TESTS OF A

ROCKWELL INTERNATIONAL SPACE SHUTTLE ORBITER (-139 CONFIGURATION) 0.0175-SCALE MODEL (NO. 29-0)

IN AEDC TUNNEL F TO DETERMINE
HYPERSONIC HEATING EFFECTS (OH11)

Ву

M. Quan
Shuttle Aero Sciences
Rockwell International Space Division

Prepared under NASA Contract Number NAS9-13247

Ву

Data Management Services Chrysler Corporation Space Division New Orleans, La. 70189

for

Engineering Analysis Division

Johnson Space Center National Aeronautics and Space Administration Houston, Texas

WIND TUNNEL TEST SPECIFICS:

Test Number

AEDC F VA 354

NASA Series Number: Model Number:

OH11 29-0

Test Dates:

24 October through 2 November, 1973

Occupancy Hours:

FACILITY COORDINATOR:

AEROHEATING ANALYSIS ENGINEER:

L. L. Trimmer

ARO, Inc. VKF-SH

Arnold Air Force Station

Tenn. 37389

Phone: (615) 455-2611 x7377

C. Craig Rockwell International Space Division 12214 Lakewood Blvd. Mail Code AC48

Downey, California 90241 Phone: (213) 922-1558

PROJECT ENGINEERS:

M. Quan

Rockwell International

Space Division

12214 Lakewood Blvd.

Mail Code ACO7

Downey, California 90241

Phone: (213) 922-2844

A. Boudreau ARO, Inc. VKF-ADP

Arnold Air Force Station

Tenn. 37389

(615) 455-2611 x7301 Phone:

DATA MANAGEMENT SERVICES:

Prepared by:

Liaison--D. A. Sarver, V. W. Sparks 🔻

Operations -- Maurice Moser, Jr.

Reviewed by:

G. G. McDonald, J. L. Glynn

_Concurrence: <u>(XՄ</u>

N. D. Kemp, Manager Data Management Services

J/ G. Swider, Manager Flight Technology Branch

Chrysler Corporation Space Division assumes no responsibility for the data presented other than display characteristics.

RESULTS OF TESTS OF A

ROCKWELL INTERNATIONAL SPACE SHUTTLE ORBITER
(-139 CONFIGURATION) 0.0175-SCALE MODEL (NO. 29-0)

IN AEDC TUNNEL F TO DETERMINE
.
HYPERSONIC HEATING EFFECTS (OH11)

Ву

M. Quan, Rockwell International Space Division

ABSTRACT

This report presents the results from wind tunnel tests to determine hypersonic aerodynamic heating rates on a NASA/Rockwell Space Shuttle Orbiter.

The objectives of this test were to determine Mach number effects, if any, and to obtain overall heating rate data at high Mach numbers from 10.5 to 16. The model used was a 0.0175-scale model built to Rockwell Orbiter lines VL70-000139. The model identity number is 29-0. These tests, designated OHII, were conducted in the AEDC Tunnel F.

TABLE OF CONTENTS

		Page
ABSTRACT		iii
INDEX OF F	2	
INTRODUCTIO	ON	3
NOMENCLATU	RE ,	4
REMARKS		6
CONFIGURAT	IONS INVESTIGATED	7
INSTRUMENT	8	
TEST FACIL	10	
TEST PROCE	11	
DATA REDUC	TION	12
REFERENCES		15
TABLES		
I.	TEST CONDITIONS	16
II.	DATA SET/RUN NUMBER COLLATION SUMMARY	17
III.	MODEL DIMENSIONAL DATA	19
IV.	FUSELAGE GAUGE LOCATIONS	25
٧.	WING GAUGE LOCATIONS	26
FIGURES		27
APPENDIX		
TABUL	ATED SOURCE DATA	32

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INDEX OF FIGURES

Figure	:	Title							
1.		Axis systems.	27						
2.		Model sketches.							
	a.	Shuttle Orbiter Model 29-0	28						
	b.	Shuttle OH11 Installation in the 54-Inch Test Section	29						
3.		Model Photographs.							
	a.	Side View of Model Installation	30						
	b.	Lower Front View of Model Installation	31						

INTRODUCTION

This report presents the test description and data obtained from wind tunnel tests conducted to determine hypersonic aerodynamic heating rates on a NASA/Rockwell Space Shuttle Orbiter configuration. Mach number effects were of special interest. The NASA/Rockwell number for this test was OHII and the facility project number was VA 354. These tests were conducted in Tunnel F of the von Karman Facility at the Arnold Engineering Development Center (AEDC) from October 24 through November 2, 1973.

The model used was an 0.0175-scale Orbiter model based on Rockwell lines VL70-000139. The number assigned to this model was 29-0.

NOMENCLATURE

Symbol	Computer Printout	<u>Definition</u>
B/2		wing semispan, 8.2 in.
h	Н	heat-transfer coefficient determined at a particular gauge location, $Q/(T_{aw}-T_w)$
h _{ref}	HREF	reference heat-transfer coefficient based on test section stagnation conditions on a 0.21-in. radius hemisphere, Q0/(T_0 - T_W)
H _O	Н0	stagnation enthalpy, Btu/lbm
h _W		enthalpy at model wall temperature, 134.2 Btu/1bm
	L	model length, 23.226 in.
M _∞	M-INF	free-stream Mach number
P _O	PO	tunnel reservoir pressure, psia
p ₀ ' .	P0b	stagnation pressure measured behind the free-stream normal shock, psia
p_{∞}	P-INF	free-stream static pressure, psia
ģ	Q	heat-transfer rate, Btu/ft ² -sec
q_{∞}	Q-INF	free-stream dynamic pressure, psia
q ₀	Q0 or Q-0	stagnation heat-transfer rate on a 0.21-in. radius hemisphere. Btu/ft²-sec
	989-19	heat-transfergauge designations on model
^q ref	QREF	reference heat-transfer rate (same as $\dot{q}_0),$ Btu/ft²-sec
Re _∞ /ft	RE/FT	Reynolds number based on free-stream conditions and 1-ft length
	RE-L	Reynolds number based on free-stream conditions and the model length of 23.226 in.

NOMENCLATURE (Concluded)

Symbo T	Computer Printout	Definition
ρ <u>,</u>	RHO-INF	free-stream density, 1bm/ft ³
·œ		Stanton number for measured hemisphere stagnation heat-transfer rate, $QO/[\rho_{\infty} (U_{\infty}) (H_{0} - h_{W})]$
T _o	TO	reservoir temperature, °R
T _w	T-INF	free-stream static temperature, °R
Taw		adiabatic wall temperature, $(T_{aw} = \eta T_0)$
T _W		model wall temperature, 2 540°R
U _∞	U-INF	free-stream velocity, ft/sec
Х	•	axial distance along the model measured from the nose, in.
Χ¹		axial distance along the model measured from the leading edge of the wing, in.
α .		angle of attack, deg
δ		local flow deflection angle, α + θ , deg
η		enthalpy recovery factor, $\eta = 0.867 + 0.133 \sin^{1.55} \delta$
θ		local model surface angle relative to centerline, deg (see Table III)
ф		angle between a guage and vertical plane through the centerline of the model, deg
NOTE:	Reference sta 0.50-in. radi multiplying b	gnation conditions (\dot{q}_{ref} and \dot{q}_{o}) were measured on a us hemisphere and reference to a 0.21-in. radius by $y = \frac{0.50}{0.21}$

REMARKS

Wind tunnel tests were conducted on a 0.0175-scale model of the Rockwell International Space Shuttle Orbiter to determine aerodynamic heating rates on the vehicle. Data from these tests were compared with data from other tunnel tests. Since tunnel F has a high Mach number capability, it was of special interest to use these data for the determination of Mach number effects on heating rates.

Data were recorded using resistance thermometer slug calorimeters and co-axial surface thermocouples. Details on this instrumentation are given in the Instrumentation Section.

Model angles of attack were varied from 25° to 45° with 0° sideslip. Nominal Mach number range was from 10.5 to 16 and Reynolds number from 1.0 to 10.0×10^{6} /ft. Tunnel F operates using a constant volume reservoir with set initial charge densities. Reservoir conditions decay with time during each run, resulting in varying Mach and Reynolds numbers over a run. Initial reservoir conditions are set so that the sweep in values of the tunnel parameters will include the requested Mach/Reynolds number combination. The Run Schedule shows the nominal conditions and the Reynolds number range in which tabulated data were collected.

This test is also documented by AEDC report number AEDC-DR-74-16 (Reference 2) by A. H. Boudreau (ARO, Inc.). Much of the information contained in the following text was obtained from that source. In addition, the AEDC report contains plots of the data with some comparisons made with theory and with data obtained during another test (in tunnel B, also at AEDC).

CONFIGURATIONS INVESTIGATED

The model tested was an 0.0175-scale model of the Space Shuttle Orbiter built to Rockwell lines VL70-000139 (designated model number 29-0). This model was fabricated from 15-5 PH stainless steel. The wing and vertical tail were each built as one solid piece. Exterior contour lines followed the control surfaces in a undeflected position.

Since the model contained no removable, deflectable, or interchangeable parts, configuration variations could not be tested. Therefore, individual components were not referred to. The run schedule merely lists the model by its number, 29-0. However, for information, the following nomenclature symbols had been assigned to the components of the configuration tested.

B ₁₇	Fuselage body
c ₇	Canopy
F ₅	Body flap
ΜĄ	OMS pods
V ₇	Vertical tail
₩107	Wing

Component geometry is detailed in Table III.

INSTRUMENTATION

Sixty gauges of two types were used to measure heating rates on the model surface. Locations of these gauges are shown in Figure 2a. The two types of gauges were resistance thermometer slug calorimeters (RT) and co-axial surface thermometers (co-ax).

Fourteen RT gauges were installed on model leeward surfaces. The RT gauges were built 0.250-in. diameter to be used where the heat transfer rate range was expected to be 0.05 to 50 Btu/ft²-sec. These gauges used a thin-film platinum resistance thermometer to sense the back surface temperature of an aluminum disc, the front of which was flush to the model surface. The calorimeters were optimized to measure a given range of heat flux by an appropriate selection of the aluminum disc thickness. Unfortunately, since these discs were made flat across their surface, a small deviation from model surface contour resulted across the diameter of the gauges when they were installed.

Forty-six 0.125-in. diameter co-ax thermocouple gauges were also used on this model. The surface contour of these gauges matched exactly that of the model since the thermocouple sensing surface could be worked to the model shape and still function properly. These gauges were comprised of an electrically insulated chromel wire enclosed in a constantan cylindrical jacket. A thin-film junction was made at the model surface by lightly polishing with fine sandpaper. They had a higher operating range (5 to 500 Btu/ft²-sec.) than the RT gauges and were placed in areas such as the lower surface where higher heating rates were expected. Because

1

INSTRUMENTATION (Concluded)

they matched the model surface contour so well, they did not cause early boundary layer transition with its subsequent higher heating rate.

Tunnel conditions were monitored using two 1-inch diameter temisphere-cylinders instrumented with slug calorimeters. The hemisphere-cylinders were installed at an appropriate distance from the model to eliminate shock interference. A pitot probe was located near each hemisphere-cylinder to measure the normal shock stagnation pressure. Test section pitot pressures as well as ARC chamber reservoir pressures were measured with semiconductor strain-gauge transducers.

TEST FACILITY DESCRIPTION

The Hypervelocity Wind Tunnel (F) is an arc-driven wind tunnel of the hotshot type and capable of providing Mach numbers from about 7.5 to 20 over a unit Reynolds number range from 0.05 x 10^6 to 75 x 10^6 per foot. Test sections of 108-in. diameter (M_{∞} = 14 to 20) and 54-in. diameter (M_{∞} = 10 to 17) are available using a 4-deg., half-angle conical nozzle. The range of Mach numbers at a particular test station in the conical nozzle is obtained by using various throat diameters. The M_{∞} = 8 contoured nozzle has a 25-in. exit diameter which connects to the 54-in. diameter test section and provides a free-jet exhaust. The test gas can be either air or nitrogen. The est gas is confined in either a 2.5 cu. ft. or a 4.0 cu. ft. arc chamber where it is heated and compressed by an electric arc discharge. The increase in pressure results in a diaphram rupture with the subsequent flow expansion through the nozzle. Test times are typically from 50 to 200 msec. Shadowgraphs and Schlieren coverage are available at both test sections.

This test was conducted in the 54-in. diameter test section of the conical nozzle for $M_{\infty}=10.1-16.2$. Nitrogen was the test gas. The 2.5 and 4.0 ft³ arc chambers were used, and useful test times up to approximately 100 msec. were obtained.

TEST PROCEDURE

Variables for this test were Mach number, Reynolds number, and angle of attack. Prior to making a run, these variables were set with the proper facility nozzle, throat diameter, arc chamber pressure and sting angle.

The tunnel was fired with an electric arc discharge. The nitrogen within the arc chamber was heated by this discharge and the resultant increase in pressure ruptured a diaphram, which released the gas into the nozzle.

As gas left the arc chamber, reservoir pressure declined with a resulting decay of tunnel parameters. Gauge output was scanned with a digital system. Oscillographs were also used to record the output of each channel as a back-up and for a quick look at results. As reservoir pressure declined, timewise scans of data resulted in variations of Reynolds number. Thus, a single run contained data for a range of Reynolds numbers.

DATA REDUCTION

Output of the heat transfer gauges was converted by AEDC from direct functions of temperature vs. time to Q/Q_{ref} and H/H_{ref} vs. time. Tabulations of these values for each run are presented in the back of this report.

Statements made below on data uncertainty are based on information presented in the AEDC data report for this test, AEDC-DR-74-16 by A. H. Boudreau (ARO, Inc.).

The determination of the free-stream and reservoir conditions was based on the measured balues p_0^i , p_0 , and \dot{q}_0 . Uncertainties for these parameters are ± 4 , ± 5 , and ± 5 percent, respectively, based on calibration and data acquisition accuracy as well as uncertainties associated with testing under dynamic conditions. Using the Taylor series method of error propagation resulted in the following uncertainties in tunnel conditions:

Parameter	Uncertainty (percent)
M₀₀	±1.5
Re∞/ft	±10
T _{co}	±6
ρ _∞	±6
τ_{o}	±4
Н _о	±5

Uncertainties in heat transfer rates (q) were a function of flow condition, angle of attack, and location on the model. Low heat transfer rates

DATA REDUCTION (Continued)

sometimes approached the limits of the instrumentation, which resulted in higher data uncertainties. Bottom centerline gauges 34, 38, 41, 44, 47, and 50 (figure 2-a) had low outputs, so pre-amp units were used to boost the signal to noise ratio. Separate uncertainty values are provided for these gauges. The table below lists the uncertainties in the heat transfer rates by their location on the model.

Location of Model	Range (Btu/ft ² -sec)	Uncertainty (percent)
Bottom centerline	q > 5	<u>+</u> 9
(w/o pre-amps)	ģ < 5	<u>+</u> ·15
Bottom Centerline (w/ pre-amps)	å > 1	<u>+</u> 9
Bottom of Wing	q > 5	<u>+</u> 9
	q < 5	<u>+</u> 15
Model Upper Surface	q > 0.2	<u>+</u> 9
	ġ < 0.2	<u>+</u> 15

The uncertainties associated with model data non-dimensionalized with free-stream conditions (h) or stagnation conditions and free stream (h $_{\rm ref}$) are based on the uncertainties of tunnel parameters and $\dot{\bf q}$'s given above. These uncertainties are propagated through the appropriate equations by the Taylor series method of error propagation to yield the following estimates of data uncertainty (T $_{\rm W}$ uncertainty considered negligible):

DATA REDUCTION (Concluded)

Parameter	Uncertainty (Percent)	Comments
h	<u>+</u> 10	for q with ± 9 percent uncertainty
h .	<u>+</u> 16	for q with ± 15 percent uncertainty
h _{ref}	<u>+</u> 6	
q _{ref}	<u>+</u> 5	
٩/٩ _{ref}	<u>+</u> 10	for q with ± 9 percent uncertainty
q́/qْ _{ref}	<u>+</u> 16	for \dot{q} with \pm 15 percent uncertainty
h/h _{ref}	<u>+</u> 12	for q with ± 9 percent uncertainty
h/h _{ref}	<u>+</u> 17	for q with ± 15 percent uncertainty

REFERENCES

- 1. Wilkinson, E. E., "Pretest Information for Tests of the 0.0175-Scale Space Shuttle Vehicle Heat Transfer Model 29-0 in the AEDC Tunnel F (Test OH-11)," SD73-SH-0204, dated July 11, 1973.
- 2. Boudreau, A. H., "Test Results from the NASA/RI Shuttle Heating Test OH-Il in the AEDC-VKF Tunnel F," AEDC-DR-74-16, dated February 7, 1974.

EST: OHII			DATE: Post-test
	TEST CON	IDITIONS	
MACH NUMBER	REYNOLDS NUMBER (per foot)	STAGNATION PRESSURE (psi)	\$TAGNATION TEMPERATUR (degrees Rankine)
10.5	1.0 x 10 ⁶	3500	3500
	3.7	3000	2200
	6.0	6000	2000
	<u> 10.0</u>	5000	2200
12.0	1.0	3000	3060
	3.7	5000	3000
	6.0	12000	2500
14.0	1.0	14000	3000
	3,7	15000	3000
	1.0	12000	4000
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BALANCE UTILIZED:	None	· · · · · · · · · · · · · · · · · · ·	
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TABLE III MODEL DIMENSIONAL DATA

MODEL COMPONENT : BODY - B								
GENERAL DESCRIPTION: Fuselage, 3 configuration, lightweight								
orbiter per Rockwell Lines VL70-000139								
MODEL SCALE: 0.0175								
DRAWING NUMBER: VL70-000139								
		•						
DIMENSIONS:	FULL SCALE	MODEL SCALE						
Length, In.	1290.3	22.580						
Max Width , In.	267.6	4.683						
Max Depth , In.	244.5	4.279						
Fineness Ratio	4.822	4.822						
Area - Ft ²		****						
Max. Cross-Sectional	386.67	6.767						
Planform								
Wetted	<u></u>	-						
Base								

MODEL COMPONENT : CANOPY - C		<u> </u>
GENERAL DESCRIPTION :Configuration	3 per Rockwell	Lines
VL70~000139	······································	
		,
MODEL SCALE: 0.0175		
DRAWING NUMBER: VL70-000139		
•		•
DIMENSIONS:	FULL SCALE	MODEL SCALE
1 - 1 (V -420 t- V 550) in P.C.	145.0	
Length $(X_0=433 \text{ to } X_0578)\text{in.F.S.}$	145.0	2.538
Max Width		
Max Depth		
Fineness Ratio		
Area		
Max. Cross-Sectional		·····
Planform		
Wetted		
Base		

MODEL COMPONENT : BODY FLAP -	<u>F</u>	
GENERAL DESCRIPTION : Configu	ration per Rockwe	ll Lines
VL70-000139		
MODEL SCALE: 0.0175		
DRAWING NUMBER: WI 70-000139		
	- %	
DIMENSIONS:	FULL SCALE	MODEL SCALE
Length , In.	84.70	1.482
Max Width, In.	267.6	4.683
Max Depth		
Fineness Ratio		·
Area - Ft ²		
Max. Cross—Sectional		
Planform	142.5	0.044
Wetted		
Base	38,096	0.012

MODEL COMPONENT : OMS POD - M4		
GENERAL DESCRIPTION : Configurati	on 3 per Rockwel	l Lines
VL70-000139.		
NOTE: M identical to M, except	intersection to	fuse.age
DRAWING NUMBER: VL70-000139		
		,
DIMENSIONS:	FULL SCALE	MODEL SCALE
Length , In.	346.0	6.055
Max Width, In.	108.0	0.890
Max Depth , In.	113.0	1.978
Fineness Ratio		
Area		
Max. Cross-Sectional		
Planform		
Wetted		
Base		

MODEL COMPONENT: VERTICAL - V	·	*
GENERAL DESCRIPTION: Centerline vertical ta	il, double-wee	ige airfoil
with rounded leading edge.		
NOTE: Same as V_, but with manipulator	housing remove	ed.
MODEL SCALE: 0.C175		
DRAWING NUMBER: VL70-000139		
dimensions:	FULL SCALE	MODEL SCALE
TOTAL DATA		
Area (Theo) - Ft ²		
Planform	425.92	0.130
Span (Theo) - In.	315.72	5.525
Aspect Ratio	1.675	1.675
Rate of Taper	ე.507	0.507
Taper Ratio	0.404	0.404
Sweep-Back Angles, Degrees.		
Leading Edge	45.000	45,000
Trailing Edge	26.249	26.249
0.25 Element Line	41.130	41.130
Chords:		
Root (Theo) WP	268.50	4.699
Tip (Theo) WP	108.47	1.898
MAC	199.81	3.497
Fus. Sta. of .25 MAC	1463.50	25.611
W.P. of .25 MAC	635.522	11.116
B.L. of .25 MAC	0.00	0.00
Airfoil Section		
Leading Wedge Angle - Deg.	10.00	1().00
Trailing Wedge Angle - Deg.	14.920	14.920
Leading Edge Radius	2.00	2.00
Void Area	13.17	0.004
Blanketed Area	0.2	. 0.0



MODEL COMPONENT: WING-W		
GENERAL DESCRIPTION:Configuration_3 per_Rockwe	LL Lines VL70-0	0001.39B
NOTE: Same as W _{IU3} , except cuff, airfo	oil and incide	ce angle.
. 103		
MODEL SCALE: 0.0175		
TEST NO.	DWG. NO.	
DIMENSIONS:	FULL-SCALE	MODEL SCALE
TOTAL DATA		
Area (Theo.) Ft ²		
Planform	2690.00_	_0.824
Span (Theo In. Aspect Ratio	<u>936.68</u>	16.392
Rate of Taper	2.265	<u> 2.265 </u>
Taper Ratio	1_177	_1.177
Dihedral Angle, degrees	0.200	_0_200
Incidence Angle, degrees	3,500 	3_500 0_500
Aerodynamic Twist, degrees	3.000	3,000
Sweep Back Angles, degrees		
Leading Edge	45,000	45,000
Trailing Edge	- 10,240	- 10.240
0.25 Element Line	35,209	35.209
Chords:	***************************************	مخصوبات المتعلقات المتعادلات
Root (Theo) B.P.O.O.	689.24	12.062
Tip, (Theo) B.P.	137.85	2.412
MAC	474.81	8.309
Fus. Sta. of .25 MAC	1136.89	19,896
W.P. of .25 MAC	290.857	3.672
B.L. of .25 MAC	182.13	_3.18/
EXPOSED DATA	•	
Area (Theo) Ft ²	<u> 1752.29</u>	0.537
Span, (Theo) In. BP108 Aspect Ratio	720,68	12,612
Aspect Ratio	2.058	2.058
Taper Ratio	0.245	0.245
Chords Root BP108	mea .a.	
Tin 1 00 h	<u> 562.40</u>	9.842
Tip 1.00 b	137.85	2,412
MAC	393.03	6.878
Fus. Sta. of .25 MAC	1184.21	20.743
W.P. of .25 MAC	290.683	5.139
B.L. of .25 MAC	<u> 251.76</u>	4.406
Airfoil Section (Rockwell Mod NASA)		
XXXX-64 Root b =	0.100	0.100
2	0.100	0,100
Tip b=	0.120	0.120
7 Pate (-1, /1) as (0) side-		
Data for (1) of (2) Sides		
Leading Edge Cuff Planform Area Ft2		-
Leading Edge Intersects Fus M. L. @ Sta	118 333	0.036
leading Edge Intersects Wing @ Sta	_500.00_	8.750
24	1083.4	<u>18.960</u>

TABLE IV. - FUSELAGE GAUGE LOCATIONS

Normalized Length vs. Local Model Surface Angle

	GE LOWER SUI CENTERLINE	RFACE		RADIAL GAUG		
Gauge #	X/L	0-deg	Gauge #	Ø-deg	0 - deg	
1 2 3 6 7 8	.005 .020 .040 .060	52.25 20.5 13.5 10.0 7-25	10 11 12	0 20° 30°	3.25 3.25 3.25	
8 10	.100	5.5		X/L = .30		
16 20 23 31 34 38 41 44 47 50	.200	Gauge # 23 25 26	Ø-deg 0° 40° 45°	9-deg 1.0 1.0 1.0		

TABLE V. - WING GAUGE LOCATIONS

WING LOWER SURFACE

25% HALFSPAN		40% HALFSPAN			
Gauge #	x/c	9~deg	Gauge #	x/c	0 -deg
52 53 54 55 56 57	.082 .302 .447 .591 .736 .881	5.35 2.5 2.65 2.25 0 -0.75	59 60 61 62 63 64	.1 .2 .3 .56 .7	6.7 5.65 4.65 2.85 1.4 -4.75
50)	% HALFSPAN		ан 206	LFSPAN	<u>.</u>
Gauge #	x/c	0-deg	Gauge #	x/c	0-oleg
65 66 82	.176 .484 .7	4.55 5.0 1.85	68 69 70 71 72	.1 .2 .43 .6 .8	4.95 4.8 5.4 3.5 -1.55
. 75	z halfspan		85% HA	LFSPAN	<u> </u>
Gauge #	x/c	O-geg	Gauge #	x / C	0-deg
74.	a 1	5.3	79 80 81	.1 .3 .5	5.6 5.35 4.6

Notes:

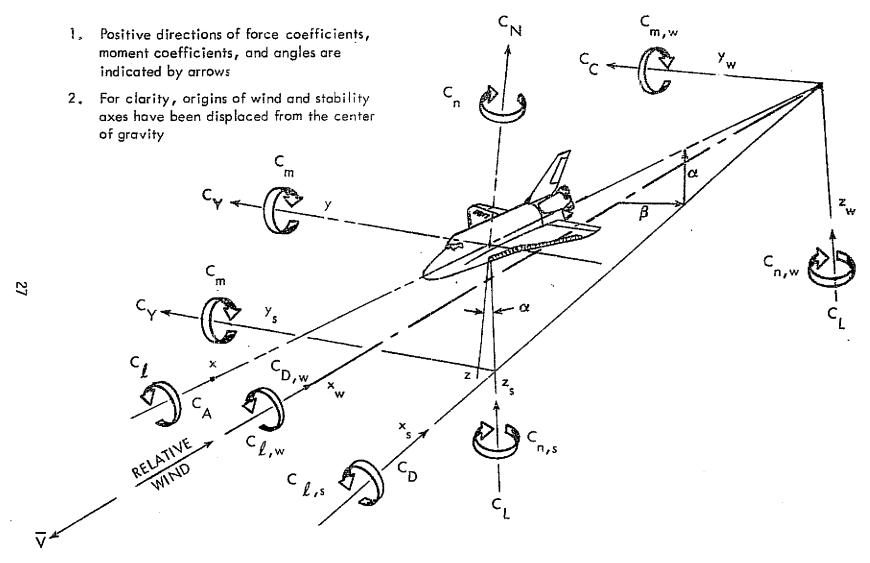
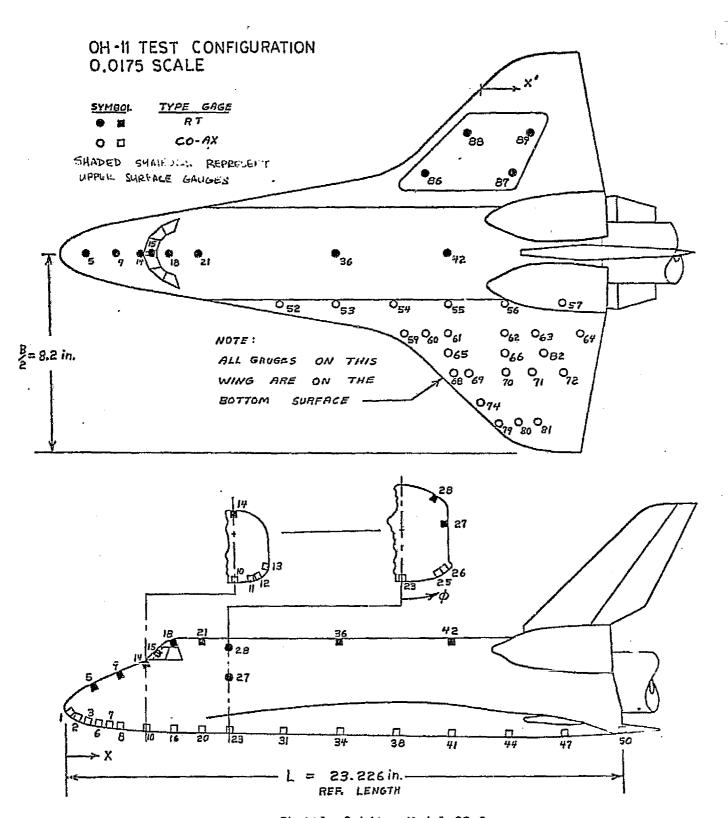
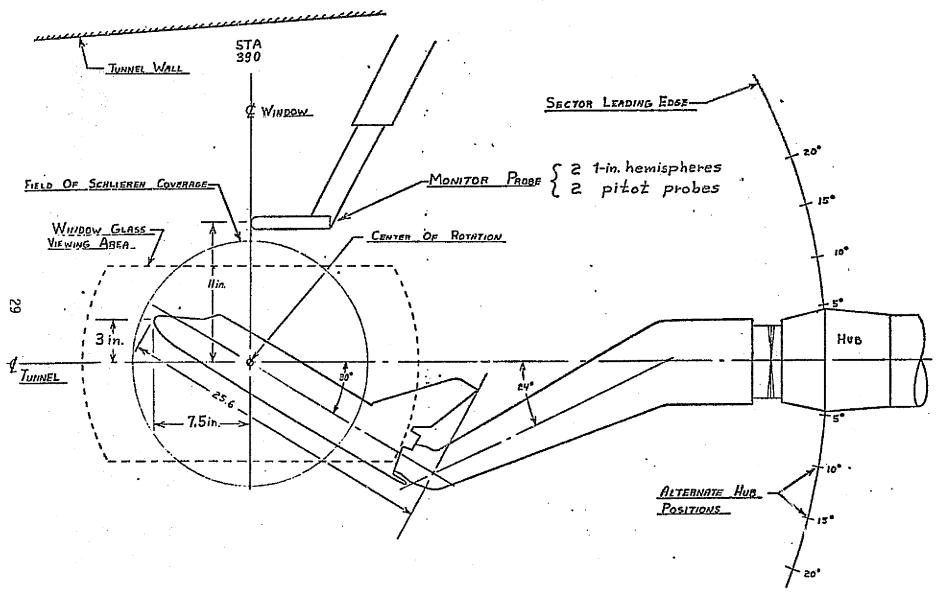


Figure 1. - Axis Systems.

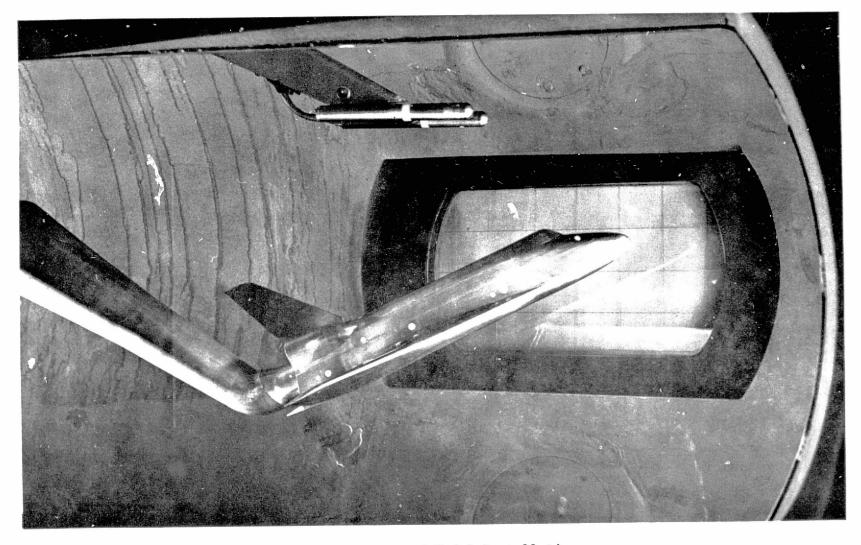


a. Shuttle Orbiter Model 29-0

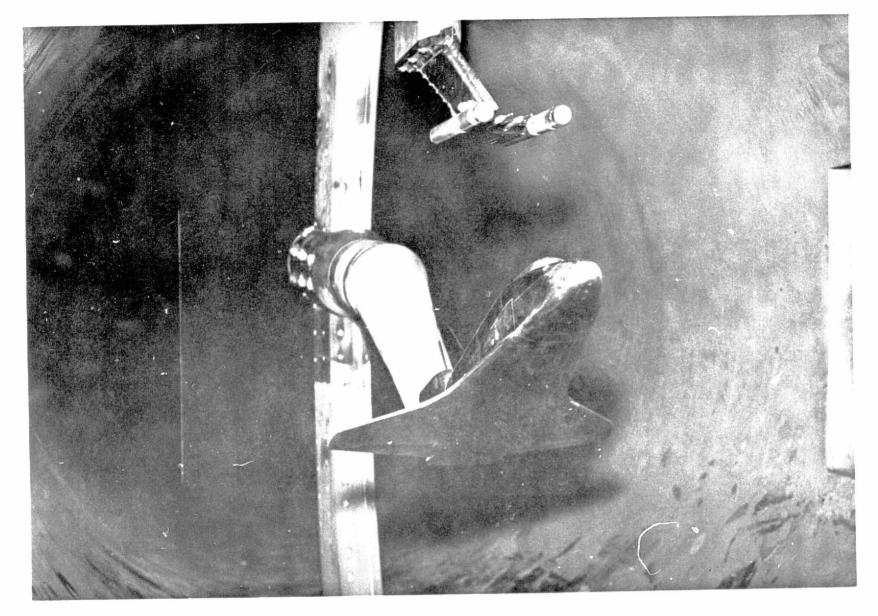
Figure 2.- Model sketches.



b. Shuttle OHII Installation in the 54-Inch Test Section
Figure 2. - Concluded.



a. Side View of Model InstallationFigure 3. - Model photographs.



b. Lower Front View of Model InstallationFigure 3. - Concluded.

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,		60 116 128	.0794 .0436 .0379	12 .0 73 .0 L8 .0	01542 01442 00513	134 <u>•</u> 109• 100•	5 5 5 5	5a57 5394 5392	10-1 10-3 10-3	3 5 4 3 8 2	.705 1.268 1.861	2.616 1.999 1.767	0 5.1 1 3.1 3 3.4	1632 1693 1205	3783 2362 2130	5583 5660) ? <u>.</u>) 6.) 6.	181E (078E (072E (2 14 2 8	7.2 6.7	.02788 .03255 .03477	10. 6. 5.	535 025	.0694 .0497 .0465	
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	138	•46304	.25796	.16377	13557	-10390	.08791	06242	+08575 -08512	09109	. 08285	05355	•05090	.04289	08946	-04241 -04575 -04552 -04537
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		*06141	-05677	102540	14818	-10110	-01046	-15016	+09438	08799	07207	-04541	17622_ -17605	_020410_	09764_	-14572 -08809 -08765
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124													•03750	.07821	-03980	
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70	.127504 .00 .003444 .00		5323 10.51 5776 10.56	9.850 0.97 6.519 3.38	44 12.5312 80 6.5574	5032 25	59 6 . 958E 0	12 150.B	.02563	12.038	.0883 .0743	
110	014957 .00	1556 122./	5428 10.55	5.845 2.45	28 5.7151	4579 26	18 ? <u>•</u> 085E 0	146-3	•02737	10.795	•0704 •0615	
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110	•23015	-32 <i>1</i> 20	-22-50	. 10244	15441	117644				200.37	110037	*001(5	•112/5	.12037	*010PH
130	.51552	.31373	.21513	.18294	.14845	-12642	09985	·12753	13715	08248	•08962	*D/94/	10983	11590	07726
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100 110	11E3C.	•09939	•15461	.20762	.23404	17468	11336	09784	09144	08764	18277	_•54.0g_	27150_	35185_ _13335	340 <u>78</u>
130	-06146	•07070	•13245. •10855	•16544 •14543	+20968 -19646	16010	10895	•09010	•07578	07038	12732	-15535	12913	.10918	·14489
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			140817 133716 111546 049745 049640	LHM/CU-F • 004411 • 004603 • 003142 • 002434 • 002466	83.4 87.2 92.7 91.9	4898 5006 5119 5134 509	10.76 10.75 10.66 10.74 10.73	10-817 8.877 8.056 6.910	8.9478 6.7576 6.1685 5.3973	X10-6 19.5391 17.3185 13.0794 11.9391 10.4464 7.6942	7754 6391 6961 5260	1794 1890 2004 2019	810/LBM 4.997E 02 5.219E 02 5.460E 02 5.489E 02 5.412E 02 5.908E 02	121.6 124.9 123.5 118.6 107.6	.01537 .01606 .01863 .01963	PSIA 21.014 19.927 16.358 14.846 12.732	970 0970 0925 0844 0802 0738	
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o——	136	11439	15456	20JH?	23445	-6104H -2470A	+13340	-12641	•20047 •17451 •11264 •06050	-25478	.30372	23788	19773	•17947	.20131	•34563 •44162	
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"UATE # 10-25-73	
UAIL # 107657/3 PROJECT NUMBER VASEA-31FA	-
PROJECT NUMBER VASSA-21FA	
AHNOLO ATR FORCE STATION: TENN.	
NASA / RI OF-11 SHUTTLE ORBITCH TEST	
TEST CONGILIONS TEST GAS NITROGEN TO THE TOTAL	
ANGLE OF A TACK 30.000 DEG. HODEL LENGTH 23.226 INCHES	
TIME P-INF RMO-INF I-IMP U-INF M-INF O-INF RE/FT RE-L PO TO HO QU BTU/ STO POP HHEF BTU/	
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8g -166341 -004035 93./ 5199 10.77 13.509 10.0148 19.3036 9666 2030 5.629E 02 159.4 -01542 24.905 -1070	
102 128876 1003,50 110+4 5543 10+58 10-105 5-9679 11+5509 7277 2347 0+4076 02 165+2 101927 18+648 10914	
106 -119062 -002073 108-2 5513 10-63 9-418 5-7032 11-0385 6944 2326 6-336E 02 156-8 -1981 17-380 -0078 124 -00802 002326 100-9 5374 10-73 7-241 4-0270 9-3426 5643 2224 6-014E 02 127-1 -02174 13-356 -0754	
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ASA / R	f OH-11 5	HUTTLE C	RBITER	TEST												
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TIME MSEC		RHO-INF				PSIA	X10-6	RE-L X10-6			HO HO	SOFT-SE			SuFT-SEC	
7 0	•]131±1	.003265	90+5	5754	12-13	11.658	8.0857	15.6499	14718	2412	6.835E 02	197.0	+01907	21.544	.1052	
82	•1009 0 9	.002717	97.O	5897 5242	12.01	10.146	6.4338	12.4527			7.184E 02 6.911E 02				.0979 .0805	
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54 / R	IR FORCE	STATION SHUTTLE	, TENN.												
	?! OH-II,	SHUTTLE	DARITER	TEST											
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130	* 2334 }	• 10111	.19644	15854	12792	11087	-07212	12506	14099	-08469	.08559	08080	09988	10213	.08075 .07632 .07534
70_	23261.	2917B	-29215	32139	30981	-214H6	. 15551	24245	054	055	056	057	059	360	061 38866 17236 +13872
82	*10318	12225	16150	27849	24333	18472	10735	•64707 •04936		. 4021te	39000_	31634_	34224	34359	36846
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82 112	17455	.24955 15317	18321	22916	.21354	.24723	04866	15267	15359	11294	57241_ 53131_		09 12 30 _ 	_+50004.	01625
130	14534	13454	*11010	19915	+14190	15947	.11093	11294	•1174B	08370	44302	23237	34551	.41717	•01625 •01615 •01559
TIME			******	erotul	• 1 300 [*1343A	•10415	.10204	•11380	• 07934	.44302 .42936	-22722	33278	34026	+01516
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112	•007722	*00161	-04445	.0064G	.00200	+00101	•0166i	00653	+0045B	.00100	-00137_ -00121	•00833			
13	.00724	.00469	•04u21	.00661	.00204_	-00123	01665	•00595	-00453	200105	•00097 •00154	.00765			
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B			HEAT TRANSFER DATA (OVUNEE)
			. WASA / RI OH-11 SHUTTLE ORBITER TEST
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RO. PAC RADLD A ASA / R	IR FORCE	S ^T A ^T 1CN. SHUTTLE 0	TENN. RUITER	TEST					 - 	-:					-		
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11ME 4SEC 84 92 112 132 138	P-INF PSIA (*0*24*2 *034759 *034541 *028132	RHU-INF LRM/CU-FT .U01119 .U0145 .U00498 .U00662	T-INF DEG R 99-1 95-7 90-4 85-3	U-INF H FT/SEC 5685 11 5579 11 5388 11 5254 11	-INF Q-PS .46 344 337 3.	1A 899 642 125 568	RE/FT X10-6 2.5016 2.4644 2.3180 2.4685	4.4864	PO PSIA 4428 4093 3402 2865	2485 2402 2253 2149	HD 6.697E 6.452E 6.021E 5.730E 5.916E	00 8 M SOFT 02 110 02 101 02 83 02 71	TU/ -SEC .7 .7	510 03248 03284 03319 03585	POP PSIA 7.201 6.724 5.764 4.734	HREF BTU SQFT-5L0 .0569 .0546 .0488	
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ARNOLD	AIR FORCE	STATION	TENN.													
NASA /	RI OH-11	SHUTTLE C	REITER													
HEAT	TRANSFER	DATA- (F	. / HHEF)				****	- · · · · · · · · · · · · · · · · · · ·						****	
TIME		•	ED.	96-		dg									-	
84	.=n756	.78079	•19452	.14961	•12113	-10241	-0402A	011 -10591	S10	. 013	016	023	052	026	631	
92 112	-549119 -51126	29794	19464	15302	.12113 -12125 -12701	10528	07924	10747	12276	- 08496	07170	_ 06511 -06518	09542_ 09665	<u>10103.</u>	0597 <u>8</u> _	
132	• 27130	29749	•13505	<u> 16997</u>	413275 "	. 1 1661	.05503	411465	•12A64	09096 09211	401031	• 10 10 1	-10272		-0-146	
. 158	.4952Z	*5813B	*5004b	16979	•13039	11389	.04841	11831	13691							
7146			041	i 44	047	450	052	053	054	•	_					
84	.06,02	05555		05500	•04815 •04690	.0304S		-07933		455 45474	056	057	059	060	061	
115			•05170 •05b33	.05547	04690	03200		******	• 000,313	• 0 2 3 3 7 7	* UDZYY	*04972	-12421	-16617	• 08880 • 08880	
132	•U6u7b	05044	•06J9A	•05549	+05095 +04844	*03075		•08522 •08726	• 0.7061	#U6284	+06216	11520	12724	10768	.07243	
. 128	.06087	•05636	•06539	05195	04552	02409	11031	•08800	•07625	07073	•06308 •07464	•05700 •05894	.13022 .12730	•10772 •10884	•07494 •08648	• • • • • • • • • • • • • • • • • • • •
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84	.07310		.04243	.17343	- OBOA7	. 0 > 141	0/277	.05576	.05570	-04/52	10246	079	- 080	081	os_	
112	.07427 .07440		05262	.1333R	08602	·06295	-08055	.05210	•05353	05066	19961	.20979	.12196	.26644	+01562	
132	.07630	-00315	_0413D	. 13756	08652	ADGGS	A1. 14 A	.06444	.01111	.05786	16173	•21983	•12223	.27845	.01554	
158	.06724	05695	03403	.12504	•00303 •07582	*05127	.09243	+08781	•07450 •08499	•05804	16925	+55051	-11131	.27311	01616	· · · · · · · · · · · · · · · · · · ·
TIME	49	414	415	JIB	921	u28	027							"• Edald"	01030_	
84	.00711		-04127	.00745	-00189	-00131	-01445	036	042	980	087	880				
92	.00743	-00700	.04167					+00540	•00453	•00113 •00115	.00109					
112	400106	-00120	-04200	•00940	-00213	00147	01485	•00576	•00484	.00150	.00115					
isa	.00795	•00691	•04u96	.00899	-00231 -00246	00100	-01750	•00600	100508	-09248 -09248	00127	_ 00000				
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84	.50634	26500	.18000							•07200	.06300	•05800	.08500	•09000	•05325	d
92	45000	-21500	18,00	14000	11000	-09500	07100	09630	-11000	U7400	-06400	-05800	.08600	09300	.05200	
112	.51000 .52000	.28730 0008S.	.17a00 .18⊃0u	.14563	.11500	-10000	0/600	10250		•07900	•06B00	-06000	.09100	.09800	-05100	¥
158	45349	.20700		.1550p	12000	•10500 •10250	.07880	10750	12284	07781 07799	•07000	•05900			•05000	•
								*****	915533	01144	•01000	.05/00	•09200	-10000	•02100	
TIME	35.00	G 3 H	u*1	U44	047	USO_	052	053	054	u55	056	057	J59_	U60	061	4
92	• 35 4 8 8 • 9 4 4 8 9	.04549 .05700	*U45/4 *U4500	•04900 •04900	-04250	*05100	.08750	-07100	+05575	494900	•04542	•04466	-11000	.09400	•00000	
112	.u55.0	.05000	•05u0o	.u51a0	-04480	-0e700	.07500	.07600	*********	*05000	- 05500	-04400	11500	09400	-06000	
132	.05400	•02000	• 45440	•0495]	• 04250	•05000	•04731	•0776B	•06900	06100	•05571	+05021	-11750	.09100	*00J00	
150	•U54v0	.05100	• 45 400	•04600	•04000	00150	*04453	+07844	.06800	06300	•06600	05200	.11500	.09800	.07762	
TTPE	062	G63"	- Q64°	QAS	··· 066	- 082	- G69	070	071	072"	- 024	_{Q79} -		··· *	-· as-	a
84	.uf550	.05491				.07450					-, -	•19000				
92	.66/00	05038				07400		.04700	04860	04472	18000	14435	.11000	.24000	-01350	
112	7000	.05094	.03/00	.12300	07778	-07600	0/700	05800	.06600	• uS2nn	-1775/	-19HAA	_11444	. 25000	-01350	
135	• ne 400	13040	.03500	.12300	.07451	•07900	•00000	.07031	•07100	•05100	.17000	-19800	.10000	-24477	01460	
150	•06090	05059_	.03+on	.11219	06813	DEIIP	•00100	.01900	•07600	·05200	.14333.	14500	. 09500.	22411	01420	
TIPE	69	014	415	318	021		927	u 36	042	446	087	980				
. 84	•00650	•00560	.03000	.00650	·00165	-00114	.01260	+00468	•00368	• U009B	-00110	,00990	• • • • • • • • • • • • • • • • • • • •			
115	.un647	-00033	-0366	00000	-00170	00115	03510	.00470 .00500	•00395	00100	•00095	00960				#
132	•00660	05200	.03o5n	.00770	*00500	-00144	.01670	.00520	- U044U	06160	*00100	9000				_
158	.00040	00600	•03555	.00740	•00214	00159	01519	•00520	00425	-00215	.00110	00000				
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MSEC	ucti	L HM /CHE	T NEG D	CT/CCC		DCTA	3110-6	X10=6	PSIA	DEG 8	BTU/LB	H SOFT-	SEC	PSIA	SUFT-SE	:
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#SEC PSIA LEBYCU-FT DEG N FI/SEC PSIA NIG-6 NIG-6 PSIA DEG R BTU/LUM SDFT-SEC UT 1-1 SEC	TEST COMUITIONS YEST GAS WITROGEN ANGLE OF ATTACK 30.000 UEG.	G-0. ST-0 BASED ON .210 INCH RADIUS. HODEL LENGTH 23.226 INCHES
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ับสโซ = 11= 1+73
PROJECT NUMBER VA354-21FA
ARAGLD AIR FORCE STATION. TENN.
TEST CONCILIONS YEST GAS NIT & CO. ST-0 BASED ON -210 INCH RADIUS ANGLE OF ATTACK 35.000 DER. HODEL LENGTH 23.226 INCHES
TIME P-INF RHO-INF T-INF U-INF H-INF Q-INF RE/FT RE-L PO TO HO QO BTU/ STO POP HREF BTU/
MSEC PSIA LAHACU-FT DEG A FTASEC PSIA \$10-6 X10-6 PSIA DEG R BTUALBH SOFT-SEC PSIA SCFT-SEC
86 •035463 •001264 77-8 6392 14-53 5-302 3-8515 7-4545 17074 2999 8-3516 02 172-3 •03193 9-822 •0731 106 •03548 •000969 94-6 6872 14-17 4-932 2-7405 5-3042 15409 3345 9-6646 02 203-6 •03674 9-146 •0726 142 •029134 •000749 101-6 7658 14-04 4-022 2-0258 3-9210 12753 3548 1-0206 03 196-4 •04192 7-462 -0653
This Run was tripped by roughness at x/L ~ 0.05
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RUN- 4519

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TIME	e i														*****
	-74021	42012	-3028A	-2896B	22784	91516	010	011	012	013	Q16	023	`````Q25	026	631·
106	74021 70019	.41/13	27579	24623	-20278	17863	15161	19669_	20736.		<u>20857</u>	26423	16294	.17065	.24923
142	.64754	•34664	*5n003	.23534	18611.	16704	1+165	17543	19069	10430	-13582	-10965	14599	•1514B	•24923 •15368 •09869
TIME															
Нb	-3n2y5 	-29176	·27349	-26198	29779	17903	-18263	19721	054	2055	056	Q57	459	060	Q61
. 100. 142	-10905	1975A_	•20a56_	23052_		16324_	15614		17481_	-21329	•30418 •24218	-24568 -20740	•29238 •2845	-26611	•27559
			*10707	-15010	•14376	-10579	•13666	•12666	+11460	12020	•13195	+11901	-21046	16236	
3MIT															
106	.22431	26/22	19546	,326AA	30470	2635°	.31562	.26676				81925	-3584B	080	081 36715
_142.	13636	12748	_+0891 <u>5</u>	.19543	.151Ht	-12033	19872	•22H15	-21483	19074	-13047	-27549	29256	39393	.36715 .26251
TIME	45	69						>CUU16_	-+17154 .	. +15255	07731	25362	25527	31416_	*105A3
86	-01147	.00460	01-04	915	018	421	Q2R	927	036	442	086	488	049		
106	.01142	.00558 .00480	• 0146B	.05847	*0090H	-00222	-0010A	-01710	•00100	+00119	+00117	·61619	-00217		***********
142	-01150	•00H79	-01417	·059P5	00998	•0025g	00142	•01707	+00114	+90124 -00124	• 00 1 28 • 00 1 30	•01334	•00238		************
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DATE =	11- 1-73						****									
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HASA /	31 OH-11 S	HUTTLE C	RHITLA T	EST												
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1125	74000	61400	20-46	27000	-22666	-1980a	-17199	-17983	-18959	•09600	-19000	-24000	-148ao	_15500_	-22637	
100	7		36	22000	. 10000	- 16500	-13460	* 1W~UU	A 1 / A 11 11	409100	*127UU	*120HO	B 1 3 3 0 0 0	# 1 3 O D O	•09000	
142	.64736	•38000	.76416	•55000	•17270.	+1;460.	•12000		•11200							
TIME	u34	C38	44]		047	050	Q52	053	054	455	056	057	059	Q60	263	
116	.27435	.20500	.2486A	23795	.26810	-16000	-16800	18000	-22500 -16000	-27000 -19500	.27800 .27800	•66600 •18800	.23000	.14500	•50000	
106 142	1000.	10060.	10u0n	.11500	13000	09500	12800	11600	-10500	11000	.12000	10800	19500	15000	13500	
_	462		U64	465	466		_	069	970	U71	072	974	479			
AH AH	223.0	24344	17-00	30000	20000	-24000	-24000	-24500	*5K000	-26000	-17500	•30000	-33000	41000.	,33700	
	70.00	24000	13	. 346AA	. 22000	. 164. 4	*25000	-21565	*50000	•1/200	011400	* 23 * 0 *	•4:000	.3-331	*5~000	
142	- #15200	11000	0000 <u>0</u>	18000_	14000_		19439	•18500.	. +14000	_ • 11200	_+07000_	_ •53404_	943270_	867000_		
TIHE	u 5	C9	414	915	918	150	QZA	027		042	086	980	QA9			
				01 4 5 7	0.004.0	00145	AAACC	01560	·00087	-00104	50100	.01420	.00190			
106	.01050	00775	.01293	.05150 .05279	00800	.01500.	.00109	•01503 •01501	-00100	*00150	-00113	-01173	.00223			
142	*01030	•00115	*01530	*03517		******										
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	ME		RHO-INE				Q-INF	RE/FT	RE-L	PO	T0	но		עודש סם	STO	POP	HHEF BTU/	
	EC 72 .		L野H/CU-F 601545				PS[A 5.665	X10-6 3-7844	X10-6 7.3247	PSIA 6447		810/LE				PSIA 10.462	SCFT-SEC	
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1	42 .	026647	•010676	103-2.	5443	11+64	2.531.	1.5038	2.9105	3279	5668	7.189E	92	98.2	.04215			
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	72	54856	28466	18420	15756	-12455	11026	0461	011	012	013	016	023	025	026	a31	
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	104	. 50310	.20203	17477	.14350	.11806	10178	.07954	-10639	-12103	.08319	- 0678A	•00349	.07989	.09238	05781	
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-	TIME	462	063	464	445	966				-07711,	- A7H20	•037u5	•03428	11597	•0+633	•0/647	
		07373	- 056aB	-04150	16334	111122	****	GER	949	970	471	972	U74	47C	000		
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			_eu-2547.	03177	15p22	_ •03706_	07314_	15320_	08149	07405	• 06dH3	.04123	*12000	*18253	.05877	.08774	
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	120	• 112333	+00000	•00357 •00355	.02/34	• 007BU	•0u2uS	-00211	•01310	+00619	******	-00364	-01026	-09116_			
•	142	•u22u1	-00800	*VUJ~7	02630	+00755	00206	.00215	.01247	-00572	• 60480	•00755	42600	+00094 +00089			
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72. 78	54500	26500	17500	_03541	011130_	Q9HQD	_s07600_	-10660	12200	00400					
7 B	-540J0 -52000	-2550a	17300	•140ng	11000	•09600	+07400	•19300	•12000	• 08100	-06300	•05800	•07850	09100_ 00700	•05300
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_ 142	. +48000	_+22500.	15300_	• 115na_	_+09250.	07800.	05900.	+04100.	+09350	06650	_ •05000_	_+04300.		ــ07250 مــ	-04280 04800
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. 76 88		.05000 .04512	• 22000	บรวกก	41544	-03200	.00000	. 86288	0E 76	03760	0.000		11000		
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			.03897		*V4111_ 03681	+06100	_ 0/229 _ 0/228		.04611	U3350,	03300	02912.	11000_	<u>07344</u>	07738
128					103637		* # # # # # # # # # # # # # # # # # # #	-07/00	-04500	-1/4000	•03200	*0300r	*1075B	.02000 07800	07000
142	.03000	.03463	.034110	.03214	.02594	015/6	.06900	+05500	.04400	• 03404	03250	-D300U	.10377	37700	.00800
TIME	465	063	uh4	465	046	กคร	QEA	849	G70	071	072	. 074	070	. 000	Q81
_ 72 _	• 66500	02460_	03/50	13500	10500_	08550.	-14096_	_ 10230 _	-04000	- 47246			1 10		
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72	.05230	.00781	-0037n	02850	-04725	-00170	00176	01175	00400	A A 25 1	086	940	989		
7₺	.J22u0	.00770	.00160	-02746	-00740	-001/B	.00174	011/5	• 00000 • 00640	•00360	.00270 .00273	•01000	00098		
6 P	160	*60 te5	•00340	.02256	-00710	.00179	- 04174	.01163	00600	.00370	.00295	-00920	. 00090		
95 10 ⁸			~ 00730	_00c200_	00700_	-00180	.00162	. 41150	. 0.056.0	0.0340	.on3oo .	.00900	00102_		
126	2010	*00120	.00310	.02400	.00685	00170	.0u185	•01150	•00544	- 41 0 4 0 0	44304	0.015.0			
142	.31925	*00.50	-00110	.05500	. UCOU	*40140	•00166	-01125	00500	.00420	.00310	.00643	.00077 .		*****
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RU. INC										· .	*********					
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ΑN	SLE CF A	TACK 25	.000 uE	G					******		********	HODELL	ENGTH S3	.226 INC	HES.	
TIME				U-INF				FE-L	PO	τo	но	OD BTU			HHEF BI	
HSEC	PSIA	RM/CU-F	T DEG H	FIZSEC	- 00	PSIA	×10-6	X10-6	PSTA	DEG R	BTU/LB	H SOFT-S	FC	9514	SUSTASE	<u> </u>
70	•021403	-000360	155-4	ו וכעם	1.18	1.874	•6267	1+3666 1+2129	2368	3618	1-0035	וגורו בח	- 06033	7.475	46.94	
114	•017251	*DGU374	129+0	6230 1	1.38	1.564	. 7523	1.4561	_ 19A1.	2970	E . 0 4 8 E	02 88.9	-05687	2.893	•0366	
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78	- 66036	. ,29569	20173						\$10	013	016	023	025	026	031	
114	442051	-7670Z	16288	13740	·11078	09796	-0/617	-110085	-11762 -11762	08598	074 <u>07</u> ,	06303_	OBUS9_	09452		
	\$4. E70	+64075	•1747A	.13243	-10847	.09281	.07500 .07617 .07204	•09567	•11143	07861	********	-05561	07890	.00234	•05523	
ITHE	410	HEW	441	UAA	047	050	ne n	4150				-551	10.5.0		•U3631	
76 	• 65855	•05002	•U5up7	.04839	•04537	.02160	011634	***	054	455	056		459	460	061	
70 114	_ 905523 .	e05472 •04045	• 04452	. 04339_	. 204026 €	01944	-+0 ⁸ 006 +0/607	. +063H5	*05161	*04055	•64400 02054	-03618	• 14181	.10117	-08579	
• -	40.50.00	*04047	•04135	■0407A	•03770	-01/93	+0/607	-06091	04961	03/82	•0,7750	.10660s	•13314_	05447.	_•0417 <u>7</u>	
TIME	U62	063														
76 96	. 06494	05564	.03541	15045					070	u71	072	074	u 79	Q80	081	
114	-06045	15160	.02975	.13952	10031	.070+7	.17810 .10166 14560	090 15	04395	•077D3	04376	18351	-21670	. 11676	.10308	· +++++++++
	146045_ 45	_#85500_	75364	-413/14 <u>-</u>	46219"	07459	. <u></u>	- POHS45	0/830	07815	.04252	.16487	14400	•11003	.09486	
TIME	_		- 17		U D	U21	ព្រះព	リコナ	076						~* 0030 <u>5</u>	
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142	-62117	.38562	.27549	.23861.										14093 13445		
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164	-05000	.36778	.27500	.21973	•18400	.16000	•11474	14400	15A00	09051	•09460	•n84nn		12250	-075aa	
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164	•97021	•9+14B	•14u22	.10240	-08169	.19200	-15800	11500	05306	20000	-21666	-12021	10046	01040	. 000830	
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92	-54515	34359	.23423	19471	.15520	o13949	11842	14984	16128	09636		-00431 	11546		- DB336	
112	#24J[5	3336]	.23115	•17121	15524	13465	11063	-14312	15479	09188	*10064	09215	.11119	10761	-06369	
120	*25010	.36349	¥23145	.16933	.15334	•14505	•11535	▶1 4649	-15142	09329	*10064 *10255	E0560	10851	10773	•08867	
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72	*362BH	-3.3000	-//////	* 1 M C O M	- (3800	LIZHMA	- 10466	-14750	-11000	-02500	. ^ ~ ~ ~ ~ ~	- 69646	. 1 ^ 5 7 4	1 4 0 6 4	A70	
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112	-07200	.07100	.06100	•00100	-05500	90150	00140	-08200	•06600	-05700	+05300	•05003	•123HG	•04600 •04600	•06600	
13c	.07408	06955	06411	05539	-05400	Sc000	07400	-07600	•07000	.05363	.05200	•04700 •04700	.11500	-04148	.00200	
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13,	.06521	05461	.03+00	12430	-08800	.06900	-10478	13250	-10200	•04715	-18439	•19410	11565	12500	•01063	+
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